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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. A military airfield and paratroop training camp are located west-northwest of the town of Straz pod Ralskem (Wartenberg) (N 50-42, E 14-48), on the western bank of the Jestedsky (Jaskan) creek. The southwest corner of the airfield complex is at the crossing of the Straz pod Ralskem-Luhov and the N. Luhov-Postrelna roads; the northwest corner is on the N. Luhov-Postrelna road 3,000 m. north of this crossing; the southeast corner is at the crossing of the N. Luhov-Straz pod Ralskem and the Straz pod Ralskem-Dubnice roads; the northeast corner is 2,800 m. north of this crossing. The length of the west side of the airfield complex is 3,000 m.; the length of the east side is 2,800 m.; the width of the south side is 3,000 m.; and the width of the north side is 3,000 m. The entire area is enclosed with barbed wire on wooden posts. There is no railroad siding.
2. The paratroop school and its equipment are in the southern part of this complex; the actual military airfield is in the northern part, north of the aircraft hardstands (see point 2 on the sketch). The purpose of this airfield is the training of paratroops. The establishment of the paratroop camp began in 1952. At the same time work was begun to flatten the ground to the north of this area in order to make first an emergency airfield, and then later a regular landing field. In 1953 the temporary barracks were converted into permanent barracks of concrete and construction of the airfield was begun, which is still not completed. There is no finished take-off runway at the airfield. This does not seem necessary because only slower transport planes land and take off here. These aircraft start their take-offs on the northern part of the field, where the surface has been made firm by rolling gravel into it (see sketch, point 1). There are no taxiing runways on the airfield.
3. Stationed at the field are:
 - a. A paratroop regiment with the
 - b. A transportation unit consisting of two squadrons.
 - c. An air service unit with the strength of a ground crew company.

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4. The paratroop regiment was set up in November 1953 from the independent regiment which had the same field post number. The original battalion was transferred here in 1952 from Ceska Lipa. The higher headquarters of the regiment, a paratroop division, is still stationed at Ceska Lipa Airfield. The regiment consists of:

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a staff company with 80 men
 a signal company, with radio and light signal division
 a radar platoon (supposedly forming)
 a sapper platoon, 30 men
 a supply and quartermaster section, 90 men
 a medical section, 30 men
 two paratroop battalions
 one support battalion

5. Every year from May till September, in addition, a training battalion is set up which is not integrated but functions only for training recruits and personnel requiring retraining. A course takes five months.
6. All paratroop battalions consist of three companies. Each company has a complement of 140 men and each company is divided into three paratroop rifle platoons and a heavy-weapons platoon. Each platoon has three squads of 11 men each which are not only equipped with light machine guns, but have also either mortars, rifle grenades, or bazookas as heavy weapons. Since the proper number of assault carbines of 1952 M type are not available, the squad members are armed with machine pistols, with the exception of the assistant squad leader, who has a gun with telescopic sights.
7. The support battalion, which is presently being set up, is also composed of three companies. One is a mine-laying company, the second a machine gun company, and the third an antitank company. There is no information on the equipment of these companies.
8. Practice jumps are held twice a week, in which aircraft from this field and aircraft belonging to a transportation unit at Ceska Lipa Airfield are used. The practice jumps are made in very changeable, hilly, and wooded terrain nearby, and usually are connected with battle maneuvers and practice marches of several days' duration, especially exercises in the mounting of hedgehog defense positions and circular defense systems. Very great emphasis is laid on the athletic training of the men and practice is carried out daily on the assault course and on the sport field in addition to the jumps.
9. The trainees in the training battalion receive basic training first, then training in packing parachutes and how to fall when hitting the ground, later practice in jumping from a jump tower, and then only in the fifth month of training the trainees jump from an airplane.
10. The transportation unit (see paragraph 3 above) is actually stationed at Ceska Lipa Airfield. In most cases nearly all the airplanes of the unit fly on the second jump day of the week (which is usually Friday) by starting at Ceska Lipa, to which they return usually early Tuesday, the morning of the first? jump day. The unit, consisting of two squadrons of nine airplanes each, is equipped with twin-motored IL-12-A aircraft. The airplanes transport, besides the crew, two squads. Two squads always jump at the same time. Four-motored IL-18 aircraft also come from Ceska Lipa Airfield. These aircraft, which have a span of 33 m. and a fuselage length of 26 m., are supposed to be able to transport 60 men at a time. These aircraft have a so-called upper wing. The motors, attached to the bottom side of these wings, are very prominent; the rear leading surface is rounded and has a semi-elliptical form. The planes are also equipped with weapons
11. The air service unit with the strength of a ground crew company reportedly has a complement of 180 men, divided among a signal unit, a guard unit, an ordnance unit. and a transportation unit.

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Buildings

12. North of the paratroop camp, north of the east-west center line of the airfield area, about 900 m. west of the east side of the airfield, is a hangar, 70 x 30 m. (see point 5 on the sketch). This hangar has a reinforced concrete frame, concrete slab side walls, a corrugated sheet-metal roof, and sheet-steel doors on the north, sliding on joints. A two-story building adjoins the hangar to the south. There is a one-story building west of this hangar in which the airfield guard and the officer of the day are quartered (point 4). A two-story building with a flat roof is located about 80 m. in a northwest line from there. On the roof there is a radio aerial. The building itself quarters the airfield commander. East of the entrance to the hangar described (point 5) and about 80 m. to the east a hangar is under construction (point 6). This hangar is the same size as the completed one. The iron frame is already up. The paratroop camp (point 8) consists of 80 barracks which average 40 x 10 m. in size. In addition in this complex there are three two-story buildings. One (point 3) is the headquarters building. Most of these barracks are built of prefabricated reinforced concrete blocks and have slate roofs. A few of the barracks have brick walls, and still fewer have double wooden walls. The barracks with brick and wooden walls are built on stone bases and have wooden roofs. Outside of the airfield area in the northwest part of the town of Straz pod Ralskem are eight three-story houses (point 7). These are quarters for officers and NCOs of the airfield, and for the most part are still under construction. In the center of the western part of the camp complex is a sport field (see point 17) with a very difficult obstacle course. In the southwest part of this field three towers for jump training were erected (point 18). The jump tower lying to the north is estimated to be about 55-60 m. high, while each of the other jump towers is estimated to be 15 m. high. All three towers are of iron construction and stand on concrete bases. The northern tower has an elevator; the other two have iron staircases. Along the center east-west line which separates the airfield from the paratroop camp area there are 12 large hardstands camouflaged by planted trees (point 2).

Motor Fuel and Ammunition

13. Aircraft are fueled on the airfield by two tank trucks. In addition, fuel is stored in barrels in zigzag trenches located between the hangar still under construction (point 6) and the east side of the airfield. An exact count of the barrels stored there on top of one another was not possible, but there were an estimated 250 barrels. In similar trenches immediately on the west edge of the airfield, approximately 400 m. north of the east-west center line (and stone road from the M. Lasev-Postrelna road to the paratroop camp) which divides the airfield from the paratroop area, are possibly 200 barrels, reportedly also containing fuel. In the angle of the east-west center line and the west side of the field an underground fuel storage depot is under construction (point 15). Currently there are four reinforced concrete cisterns in a horizontal position, each cylindrical (walsenartig), 15 m. long, with a diameter of 5 m., which are shortly to be covered over with earth. In the camp barracks area there are two separate barracks for ready ammunition (point 16). These barracks are surrounded with barbed wire and have a permanent guard in front.

AA Gun Batteries

14. The AA gun emplacements are of dirt. One is located in the northern third of the west side; another is on the east side, north of the trench for the fuel barrels; another is on the east side, an estimated 120 m. northeast of the southeast corner of the airfield (point 9). There are no guns in the positions.

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Radar, Radio, and Weather Station

15. On the roof of the paratroop area headquarters (point 3) is an aerial approximately seven meters high in the form of an upside-down umbrella frame. It has no insulators; it has single wires and rod antenna. According to the informants, an ultra-short-wave transmitter is inside the headquarters building. Instrument flights are supposed to be directed from here. Right next to the headquarters building is a single-rod aerial 14 m. high, without insulators or wires (see point 11). On hill 361 at the northern part of the airfield, the Heideberg, a permanent radar screen is located on the peak of the rise (point 12). The screen can be seen only from a distance. 25X1

Access is prevented by military sentries. The weather station is located in the northern third of the west side of the airfield, between the western edge and the street, in a peasant's requisitioned house (see point 13). 25X1

Electric Power and Lights

16. The current for the whole area is supplied by the electric power plant in Liberec by long-distance overhead wire leading to Straz pod Ralskem. From here it is brought, also by overhead wire, to the paratroop camp and through this to the airfield itself (see point 10). Searchlights are not available. The boundaries of the airfield are outlined with neon lights which are only seldom lit. Hill 361 is also provided with lights.

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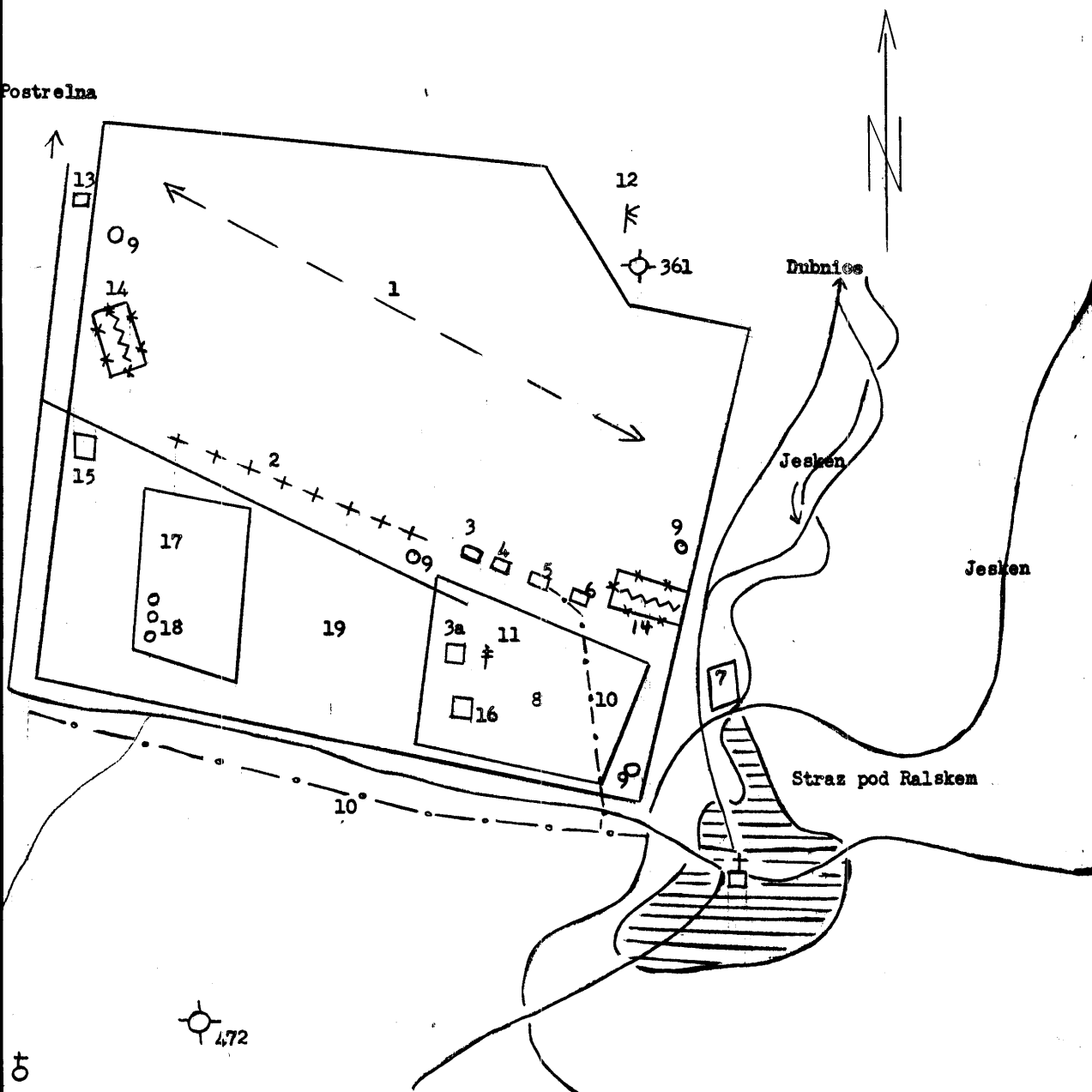
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**Military Airfield and Paratroop
Training Camp at Straz pod Ralskem**



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Legend to Sketch

1. Take-off direction
2. Aircraft hardstands
3. Airfield headquarters
- 3a. Paratroop camp headquarters
4. Airfield guard
5. Completed hangar
6. Hangar under construction
7. Officer and NCO quarters
8. Paratroop camp barracks
9. Gun emplacements
10. Overhead electric current lines
11. Aerial
12. Radar station
13. Weather station
14. Fuel storage trenches
15. Central fuel storage dump under construction
16. Ammunition magazine
17. Sport field
18. Jump towers
19. Training and alarm area

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